

THIRTY DOLLARS
PER ANNUM

Intimations.

BOVRIL DEFIES DISEASE

The fact that over 500 British hospitals and kindred public institutions use and prescribe Bovril is sufficient in itself to prove that it fortifies the system against disease. As rats infest a dirty, unhealthy tenement, so disease will instal itself in a demaged system and take a hold. Bovril shakes the grip when disease is there by making clean, healthy blood; the attack weakens, the microbes die, and Bovril is triumphant. But do not use Bovril only to expel rather prepare your system against the attack of disease by using it to invigorate, and create clean and wholesome blood and organs. The result will please you.

BOVRIL is an energising and sustaining beverage, which by its merits has become a household word from one end of the world to the other. Just as the electric light has surpassed the rushlight of our grandmothers, so Bovril has surpassed the meat extracts and beef teas of a quarter of a century ago. It is the culmination of scientific achievement in the production of a strengthening, nourishing and vitalising food beverage. In health, Bovril is a shield against the effects of a muggy, humid climate; in weakness, a substitute for regular meals; and in sickness, the right hand of the doctor and nurse in their efforts to provide the patient with true nourishing food, readily taken, palatable, and digestible.

Bovall

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

—10—
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
 FOR THE

UNITED ASBESTOS CO., LD., LONDON.
CONTRACTORS TO H.M. GOVERNMENT

Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.

24] DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
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Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu,
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N. INUZUKA, Manager, Hongkong.

Have you tried

“Blatz,”

The Star Milwaukee Beer,

PER CASE OF 10 DOZEN PINTS \$27.

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H. PRICE & CO.,
12, Queen's Road, 1

Hongkong, 4th June, 1902.



Aquarius.



SPARKLING MINERAL TABLE WATER.
SILENT WATER.

Telephones
No. 75.

SODA WATER.
BREAKFAST GINGER ALE.
STONE GINGER BEER. (Brewed)

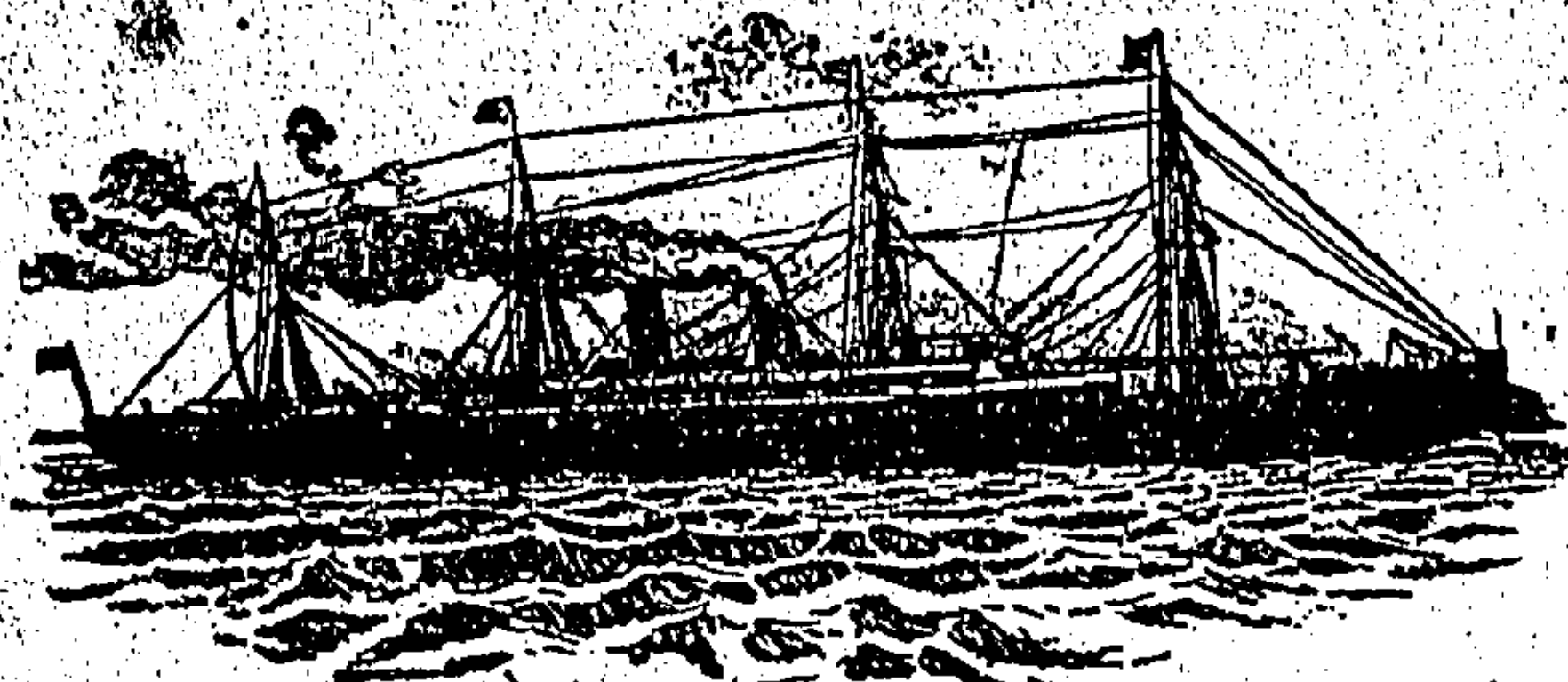
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PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
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TAZING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 24th June, at Noon.
"COPTIO"	THURSDAY, 3rd July, at Noon.
"AMERICA MARU"	SATURDAY, 12th July, at Noon.
"CITY OF PEKING"	SATURDAY, 19th July, at Noon.
"GALIC"	TUESDAY, 29th July, at Noon.
"HONGKONG MARU"	TUESDAY, 5th August, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th inst., at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first-class only) are granted to and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage. Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 2 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

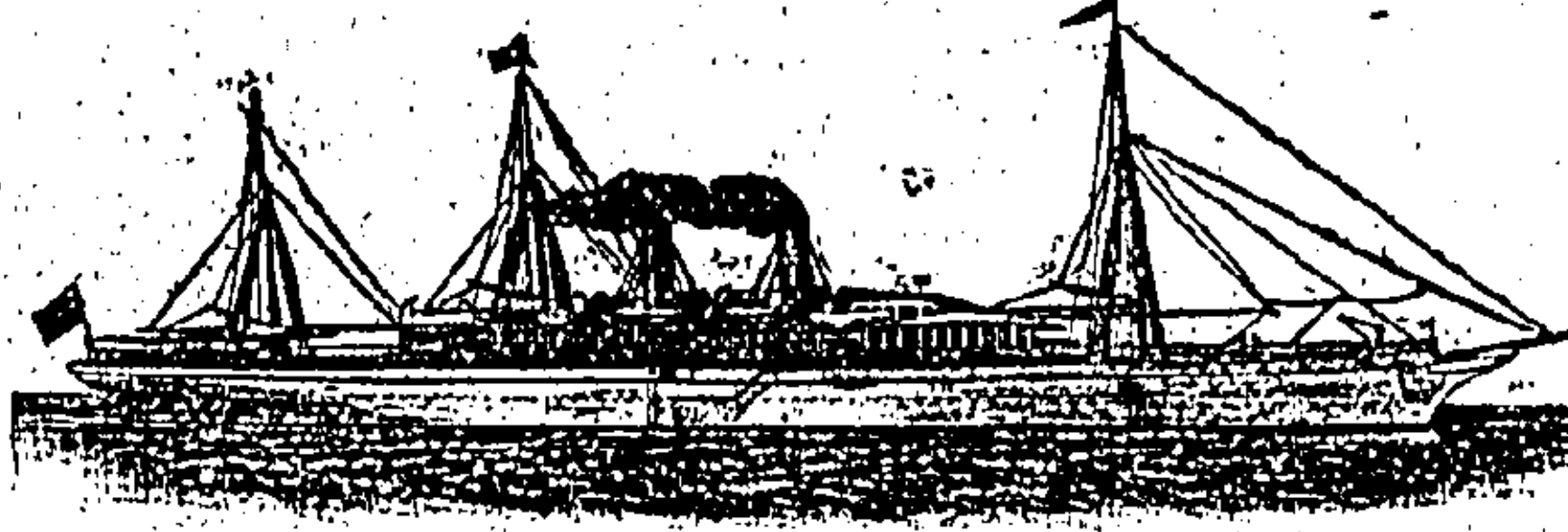
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 18th June, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR	Comdr. E. Beetham, R.N.R.	SATURDAY, 21st June.
"EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th June.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 16th July.
"ATHENIAN"	Comdr. H. Mowatt	SATURDAY, 26th July.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 6th Aug.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
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(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STREAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
STRASSBURG	MA SEILLES, HAVRE & HAMBURG	1st July	Freight and Passengers.
SAMBIA	(Calling at SINGAPORE and COLOMBO) HAVRE, and HAMBURG.	15th July	Freight and Passengers.
SCHMIDT	(Calling at SINGAPORE and COLOMBO) HAVRE and HAMBURG.	30th July	Freight and Passengers.
SILESIA	(Calling at SINGAPORE and COLOMBO) HAVRE and HAMBURG.	14th Aug.	Freight and Passengers.
C. FERD. LAETZ	(Calling at SINGAPORE and COLOMBO) HAVRE and HAMBURG.	28th Aug.	Freight and Passengers.
WURZBURG	(Calling at SINGAPORE and COLOMBO) HAVRE and HAMBURG.		

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Captain Superintendent of Police to Sell by
PUBLIC AUCTION,
TO-MORROW
(THURSDAY), the 19th June, at 11 A.M.
At the Water Police Station,
Kowloon.
153 Bags of SALTYETRE.
TERMS:—As Usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong; 18th June, 1902. [619d]

Notice of Firm.

NOTICE.

DURING my ABSENCE from the Colony I have from This Date appointed Mr. JOHN ALLAN PATTERSON to act as my ATTORNEY in the Management of my business and to sign the Name of my Firm of "E. C. WILKS & CO., p. pro. J. A. PATTERSON." Dated this 2nd day of June, 1902. E. C. WILKS. [607d]

Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 30th day of JUNE, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
1st June, 1902.

NOTE:—The Western Division of the City lies to the West of Morrison and East Streets. [612d]

FOOK WO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the COMPANY'S OFFICE, No. 43, Bonham Strand, Victoria, in the Colony of Hongkong, on SATURDAY, the 28th day of June, at 12 o'clock, NOON, when the SUBJOINED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 10th day of June, 1902, will be submitted for confirmation as SPECIAL RESOLUTIONS.

1ST RESOLUTION.
That Article 71 shall be cancelled and that the following Article shall be substituted therefor:—

71. The First Directors and the Secretaries named in these Articles shall be paid for founders remuneration in each year 13% of the net profits of the Company to be divided into 29 shares, of which 4 shares shall be given to each of the Managing Directors, 1 share to each of the other First Directors, 3 shares to the Chief Secretary, and 2 shares to each of the Assistant Secretaries, and the first Directors and the Secretaries named in these Articles shall also be paid 5% for founders remuneration of the net profit of the Company in each year to be divided among them in proportion to the number of shares taken up by them and by such Shareholders as they introduced on the formation of the Company. The Managing Directors shall also divide 13% of the net profits of the Company among the Officers of the Company other than those before mentioned in these Articles for good service in such manner as the Managing Directors shall determine.

2ND RESOLUTION.
That Article 72 shall be cancelled and that the following Article shall be substituted therefor:—

72. If the First Directors and the Secretaries named in these Articles or any of them shall vacate their office either by resignation or death or any other cause their successors shall only be entitled to one half of such Founders remuneration (as provided in the preceding clause) and the other half shall be paid to the Director or Secretary so retiring or to the legal personal representative of such Director or Secretary so dying as aforesaid.

By Order of the Board of Directors,
WONG YU TUNG,
Chief Secretary.
Hongkong, 13th June, 1902. [642d]

CELEBRATION OF THE CORONATION
OF THEIR MAJESTIES THE
KING AND QUEEN.

THE ADDRESS FROM THE COMMUNITY to H.M. THE KING is now ready for Signature. Copies will be found at the following Places:—

- The Hongkong Club.
- The German Club.
- The Portuguese Club.
- The Chartered Bank of India, Australia and China.
- The Hongkong and Shanghai Banking Corporation.
- Messrs. Kelly & Walsh.
- Messrs. Lane, Crawford & Co.
- The Hongkong Dispensary.

Those desirous of signing the Address are requested to do so as promptly as possible.

EDBERT A. HEWETT,
Hon. Secretary.

Hongkong, 17th June, 1902. [651d]

CORONATION CELEBRATION FUND.

THE Undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, MESSRS. LANE, CRAWFORD & CO., KELLY & WALSH, L.D., W. BREWER & CO., and at the various Banks.

J. R. M. SMITH,
Hon. Treasurer.
Hongkong, 7th May, 1902. [520d]

PUPILS WANTED.

FOR PIANO-FORTE or SINGING by a Lady possessing the Diploma of the Guildhall School of Music and Trinity College, London (Honours).
Apply to "MUSIC,"
C/o This Office.
Hongkong, 24th May, 1902. [622d]

GIRAULT'S FRENCH BREAD.

17, 19 and 21, Levee.

Intimations.

NOTICE.

CELEBRATION OF THE CORONATION
OF THEIR MAJESTIES THE
KING AND QUEEN.

THE following PROGRAMME for the CELEBRATION of the CORONATION of THEIR MAJESTIES has been drawn up by the General Committee appointed by H.E. the Officer Administering the Government for this purpose.

That THURSDAY, 26th June, and FRIDAY, 27th June be kept as PUBLIC HOLIDAYS in the Colony.

THURSDAY, 26th JUNE.

At 10.15 A.M., a Meeting be held of the Executive and Legislative Councils, at the Council Chamber, when a Telegram to H.M. the King will be sent.

At 11 A.M., a Service to be held at the Cathedral. A Service will also be held at the same hour at the Catholic Cathedral. Immediately after the Service (about Noon), H.E. the Officer Administering the Government will proceed to the site prepared near the Queen's Statue and there unveil the Statue of H.R.H. The Duke of Connaught. Review of Troops at the Happy Valley at 5.30 P.M.

A Chinese Flower Show to be held on the Praya in front of the Market during the Three Days, (THURSDAY, FRIDAY and SATURDAY).

FRIDAY, 27th JUNE.

At 10.30 A.M., Addresses from the General Community, the Freemasons, and the Chinese, will be presented to H.E. the Officer Administering the Government, at Government House, to be forwarded to His Majesty the King.

At 5 P.M., H.E. the Officer Administering the Government will turn the first sod of "The King's Park," Kowloon. Launches will run from Blake-Pier to convey the Public to the ground.

At 9 P.M., the town will be illuminated. Private individuals, and the Shipping Companies are invited to join in the Illumination.

Fireworks will be exhibited on the site of the New Law Courts (to the North of the City Hall), between 9 P.M. and 11 P.M.

A Fete Procession will pass through the streets by the following route:—

Starting from the Western District by way of Queen's Road, Peddars Street, Des Vaux Road, Wardley Street, round the Queen's Statue (arriving there at 9.30 P.M.), Chater Road, Murray Road and thence East by Queen's Road.

All householders on this route are requested to illuminate their Buildings if possible.

Rockets will be discharged at intervals from the Centre of the Harbour from 9.15 to 11.30 P.M.

A Souvenir of the Coronation in the form of a Specially Designed Bronze Medal will be presented to the British Sailors, Soldiers, and Police in the Colony. As however those Medals have had to be struck in England they will not be ready for distribution until a later date.

SATURDAY 28th JUNE.

At 4.30 P.M. a Tea with Music will be given at the City Hall to the Wives and Families of the Sailors, Soldiers and Police, also to the Children of the French and Italian Convents, the Girls' Diocesan School, the Baxter School, the Victoria Home, the L. M. School and the Berlin Foundling Mission.

On leaving, each Child will be presented by His Excellency the Officer Administering the Government with a Coronation Medal.

EDBERT A. HEWETT,
Hon. Secretary.
Hongkong, 12th June, 1902. [639d]

WANTED.

AN ENGLISHMAN with thorough knowledge of BOOKKEEPING, AUDITING, &c., also SHORTHAND and TYPEWRITING, desires position as above, or in any other business capacity, either Temporary or Permanent.

Apply

"NEGOCIO."

C/o The Hongkong Telegraph.
Hongkong, 23rd May, 1902. [574d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to

DIRECTOR OF PUBLIC WORKS,
SANDAKAN.

3rd February, 1902. [515d]

DROZ & Co.,

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1854.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE 5/0 per case of 48 bottles (quarts).
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 29th May, 1902. [599d]

LEVY HERMANOS.

DIAMOND MERCHANTS' JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Wharfedale Building.

CHEONG SHING.

No. 39, Queen's Road Central.
(Opposite to Messrs. GAUPP & Co.)
DEALERS IN
Jewellery and Silks, Pearls and Jade-stone
Ware, Ivory Ware and Carvings, Chinese
Goods of all kinds.
And also General Exporters.

An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business.

17, 19 and 21, Levee.

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17, 19 and 21, Levee.

17, 19 and 21, Levee.

17, 19 and 21, Levee.

THE "SKRAMSTAD" COLLISION.

CASE.

JUDGMENT.

The following is the full judgment in the appeal, *Tai-cheng v. Skramstad*, delivered yesterday afternoon at the Supreme Court:—

The Chief Justice said:—This is an appeal from a judgment of Mr. Justice WILKS delivered on 17th March, 1902, by which he held the *Tai-cheng* solely to blame for a collision which occurred between that steamship and the steamship *Skramstad*, on the evening of November 20th, 1901. The collision occurred about 5.45 p.m., one side putting it in the Preliminary Acts at 5.47 and the other at 5.48, and it took place somewhere off Braemar Point, a Point not named on the chart, about half way between Quarry Point and North Point on the northern shore of Hongkong. While the vessels were in collision, a third steamship, the *Perla*, ran into them, and, in the result, five actions were brought for damages. The two actions in which the *Perla* is concerned have been stayed till after the result of those between the *Tai-cheng* and *Skramstad* is known; and the three actions between the two latter vessels have been consolidated, and their result depends upon the decision as to which vessel was to blame. The learned Judge, below, assisted by nautical assessors, having very fully heard the arguments and evidence, gave JUDGMENT FOR THE "TAI-CHENG" holding that vessel to be alone to blame; and the present appeal is from that judgment. It appears that the screw steamship *Tai-cheng* of 828 tons register and 2,160 horse-power left her berth in Victoria Harbour, Hongkong, about 5.15 p.m. on the 20th November, 1901, on a voyage to Swatow, laden with about 70 tons of general merchandise and ballast. The wind was light, the weather clear and fine, the sun had set and there was a bright moon. The *Skramstad*, a screw steamer of 759 tons register, was on a voyage from Amoy to Hongkong in ballast, having discharged a cargo of coals at Amoy. She came through the 'Lyeemun Pass, and was proceeding towards the Harbour, somewhere about mid-channel, heading for a bright white light at the Admiralty Dry Dock at Kowloon and having a speed of about 7 knots. As regards the *Perla*, it may be well to give the account of the master of the *Tai-cheng*. He says:—"We started at 5.15 from our moorings for Lyeemun. I saw the *Perla* coming from the Hongkong shore. She came ahead of me on my starboard bow. I turned my course after her by Kowloon Point. I overtook her nearly at Blackhead's Point and passed her about one and a half lengths (450 feet) off." It appears, later on, by the evidence of this witness that shortly before the collision the *Perla* was on the *Tai-cheng's* port quarter and about five lengths off. It would then appear that a few minutes before the collision the *Perla* was following the *Tai-cheng* and was on her port quarter. It may now be convenient to see what are

THE RESPECTIVE ACCOUNTS

of the movements of the *Tai-cheng* and *Skramstad*. The master of the *Tai-cheng* says he put her engines at full speed near, or just before coming to, the Cust Rocks, and that just before putting on full speed he saw the red light and mast-head light of the *Skramstad*, 2 or 3 points on his starboard bow, one mile and three quarters off. Soon after he ported the *Tai-cheng's* helm and continued full speed. The master of the *Skramstad* says he passed through Lyeemun, close to the north shore as there were junks. When through, he steered for a light at the Admiralty Dock. He saw the lights of the *Tai-cheng* about a mile and three quarters off, a top light and a green light. He also saw another top light and a green light behind the *Tai-cheng* (no doubt those of the *Perla*). Two or three minutes afterwards he saw the red lights. He says:—"The *Tai-cheng* then showed her red light, she came a little on my starboard bow, about half a point, and showed her red light. I then ported my helm so as to get the Kowloon light on my port bow. When I first saw the red light the *Tai-cheng* was about a mile off. When I ported I showed my red. I kept red to red till clear." We should have passed a length clear of the *Perla*. If he would have passed a length clear of the *Perla* he would have passed the *Tai-cheng* at a greater distance. The evidence of the master of the *Skramstad* is corroborated by several other witnesses, and the steersman gave evidence that after the *Tai-cheng's* green, turned to red he got an order to port, and then got her on her port bow about 15 points. He then

STEADIED AND KEPT ON

The white light for which he had been steering was also on his port bow. We thus have the steamers approaching red to red till they are a few lengths off each other, and the chief difficulty in this case is to ascertain what caused such an alteration in their respective positions as to result in the collision. Approaching each other at, say, seven knots, an intervening mile would be covered in 4 minutes or a trifle more. It is clear that the bow of the *Tai-cheng* crashed into the port bow of the *Skramstad* just behind her forecastlehead at an angle from the bow of from 30 to 45 degrees, or thereabouts, that the vessels were locked together for some 15 minutes and that the *Skramstad* sank soon after the *Tai-cheng* got free. It is also clear that the *Perla*, which had been on the port quarter of the *Tai-cheng*, struck the port quarter of the *Skramstad*, on the port side amidships; and then caught the starboard anchor of the *Skramstad*. One has carefully to consider the evidence for the *Tai-cheng* and for the *Skramstad*, respectively, to see how the collision occurred. It is clear that if the *Tai-cheng*

THROUGH SOME MISTAKE

had starboarded her helm the collision between her and the *Skramstad* would be accounted for, even if the *Skramstad*, on seeing the green light of the *Tai-cheng* suddenly came into view a few lengths off, had hard-a-ported her helm and put the engines astern. At the very short distance intervening there would be little time for the port helm to operate. This the master of the *Skramstad* says, is exactly what happened. The master of the *Tai-cheng*, however, says she was never under a starboard helm and he stated:—"If I had starboarded, the *Perla* would have run into me." But that is precisely what the *Perla* did do: she ran into the *Tai-cheng* amidships and on the port side. Moreover the master of the *Skramstad* swore that at the collision he shouted out to the master of the *Tai-cheng*:—"Why did you not keep your ship on a port helm?" Having carefully considered the evidence of the witnesses and the diagrams made by the respective masters in illustration of their evidence, I have come to the conclusion that I cannot accept the version given on behalf of the *Tai-cheng*. It is unfortunate that the helmsman of the *Tai-cheng* was not called. He was a Malay and it seems he left the ship the trip before the case was heard. It is possible, of course, he may have made some blunder, but we have no satisfactory evidence as to whether he carried out his orders correctly or not. The evidence of the master of the *Tai-cheng* does not seem at all satisfactory, and his account of what happened, supported by his diagrams, does not in my opinion give a

REASONABLE, PROBABLE, OR EVEN POSSIBLE EXPLANATION

of the collision, especially in view of the fact that the *Perla* struck the *Tai-cheng* on her port side. I do not believe that the collision occurred where he says it did, viz., 300 or even 400 yards from the shore. It seems to me clear that it must have occurred about half a mile from the shore, and that the engines of the *Skramstad* having gone hard astern after the collision, as it appears they did for 22 minutes before the screw got out of water, accounts for the fact that she sank where she did, stern towards the shore. The version of the captain of the *Tai-cheng* puts the *Skramstad* just before the collision in a position close to the shore where I do not believe she was, and which would have been quite out of the course she had been steering. It must be remembered that till very shortly before the collision the *Skramstad* was steering for the white light, having it on her port bow. What object could she have in suddenly going right out of her course and coming so close to the Hongkong shore near Braemar Point as she is represented by the master of the *Tai-cheng* to have done? His diagram (exhibit 6) makes her coming out from the Hongkong shore just before the collision at an angle with the shore to meet the *Tai-cheng*, which is represented as going towards the shore under a port helm. Yet in the Petition of the *Tai-cheng* it is alleged (para. 4) that "at the time of the collision the *Tai-cheng* was on the extreme south side of the channel between

Intimations.



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BUT FREELY USE**CARBOLACENE,**A PERFECT DISINFECTING FLUID
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germicide and disinfectant.

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Hongkong, 18th June, 1902. [74c]

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LIMITED.

PORTLAND CEMENT.

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\$3.50 per Bag of 250 lbs.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902. [10]

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS,
Hongkong, 22nd November, 1901.

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Hongkong, 15th January, 1902.

Intimations.

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skillfully Filtered on the most scientific
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the latest design and most approved
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PURITY.****ENGLISH EXPERTS**
Manage our Factories and their
practical knowledge and constant
supervision enables us to produce
waters of unrivalled excellence and
purity.**A. S. WATSON & Co.,**
LIMITED.

The Hongkong Dispensary.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 18, 1902.

LOCAL AND GENERAL.

BAR SILVER in now at 24½ per ounce.

THE BUYING RATE for sovereigns is \$11.44.

THE CUSTOMS GAZETTE — January
March, 1902, is to hand.THE COGILL AND SUTTON COMPANY
are now on their way to Honolulu.THE PLAGUE RETURN for the twenty-four
hours ended at noon to-day show six fatal
cases.SIX TONS GUNPOWDER have dislodged
100,000 tons of rock at Bonawe Quarries,
Argyllshire.THE GRAND DUKE BORIS OF RU-
SSIA left to-day for Russia, on board of the
Nippon Maru.SOME OF THE VOLCANOES in Alaska
are becoming active and eruptions are reported,
says a cablegram of the 7th inst.THE CROWN ON THE CLOCK TOWER
is displeasing to a correspondent who thinks it
cannot be meant to represent King Edward's
Crown.VARSITYMEN will be interested to learn
that some records have been made on the
sluggish old Cam, by Mr. C. H. W. Taylor, the
famous old Etonian.EXCHANGE has now risen to 1/8½ T.T.
a rise of 3/8th in two days. This is one of the
most satisfactory rises that has occurred during
the past few months.H.E. THE ACTING GOVERNOR OF
MACAO, Senhor A. P. Lello, may visit Hong-
kong on the 27th inst. in connection with the
coronation festivities.A MARINE COURT, to enquire into the
sinking of the British steamer *Pakshah* will be
held at the Harbour Department Offices at
ten o'clock to-morrow morning.NO LAUNCH PROCESSION will be held
at the Coronation celebration unless some private
individual takes the matter in hand. It is
a pretty spectacle and should form one of the
features next week. Now then, hurry up!A HOUSE TAX LEVY IN NAGASAKI —
The Nagasaki despatch to the *Asahi* states that
the local city authorities have issued notes to
the foreign residents of the port announcing
that officials will inspect their godowns and
warehouses besides their residences with a view
to the levy of the house tax.TO THE POINT.—Admiral Sir George Digby
Moran, a director of the Fairfield Shipbuilding
Company, Govan, Glasgow, speaking for the
Company at the launch of an Orient Line
vessel, gave expression to the hope that no ship-
building firm on the Clyde would "ever be the
servants of a foreign Government."STITCHING UP A HEART.—An account
of a surgical operation on a man's heart was
given at a recent meeting of the Academy of
Science in Paris. The patient—a young soldier
—had been stabbed in the chest with a knife,
the point of which penetrated the pericardium.
The wound in the heart was sewn up with three
stitches, and although complications set in the
patient recovered.TWO MAXIMS ONLY:—In future two
Maxim guns only are to be allowed to British
battleships and first class cruisers, and all
above this number are to be immediately
returned to the ordnance stores. The present
allowance of these guns is from seven to nine
for modern ships of these classes. The two
guns to be retained in each vessel will be used
one for each of the big cutters in the evolution
of manning and arming boats, or as ordinary
field guns if required for field service.THE NUPTIALS of Mr. Harold Emil
Hayward, third son of the late Mr. George
Hayward, of Hongkong, and Miss Annie
Isabella Moss, younger daughter of Mr. E. J.
Moss, Woodside, Yokohama, were celebrated
at Christ Church, Yokohama, on the 7th inst.
The wedding presents, which were many and
costly, comprised gifts from Christ Church
Choir, the Y. A. R. C., the staff of Messrs.
Dodwell & Co.; and the King's Daughters, of
which body the bride had long been an active
Vice-President and Treasurer.LORD HOPETOUN'S RESIGNATION.—
The Earl of Hopetoun would, it is now stated,
not have resigned on account of the rejection
of his request for an extra annual grant of
£8,000 alone, but the Government afterwards
intimated that allowances for staff, lighting,
fuel, and other maintenance charges, amount-
ing to £4,000 annually, would be withdrawn.
The withdrawal of these allowances, which
have always been granted to State Governors
and have never been questioned until lately,
would make Lord Hopetoun's available salary
only £6,000.THE DIRECTORS of the Manchester Ship
Canal have arranged for a new service of
steamships between Manchester Port and
Quebec in conjunction with the Great Northern
Railway of Canada, which is to begin running
almost immediately. There has also been a
further development of the Baltic and North
European lines. A new line, started by the
West Hartlepool Steamship Company, now
runs monthly to the Persian Gulf. Another
interesting note on the working of the Canal is
the fact that the Manchester "Liners" are
shortly to be augmented by two recently pur-
chased vessels.ILLUMINATION.—In addition to the list
published yesterday, the following premises
will also be illuminated for the Coronation
celebration—the Italian Mission House in
Glenside, Marine House, in Queen's Road,
occupied by Messrs. A. Chee and Co., W.
Shewan and Co., B. Brotherton Harker, Li
Kwong Loong & Co., and others.THE KWANSAI STEAMSHIP OWNERS'
UNION has decided to fit out steamers to
cruise in the Inland Sea for the benefit of
foreign visitors during the Osaka Exhibition
next year. The steamers so fitted will cruise
to several ports noted for the finest scenery and
good accommodation for visitors. For this
purpose the Osaka Shosen Kaisha has ordered
two steamers, each costing about ¥130,000.
Professor Matsunami, of the Tokyo Imperial
University, and Mr. Nishimura, Director of the
Osaka Harbour Works Office, have been com-
missioned to select the ports for these
excursions. During the coming summer
vacation the two gentlemen will make a tour
in the Inland Sea, for the purpose of arranging
the details in connection with the scheme.AN OLD HONGKONGITE.—The
Empress of China took away on the 7th inst.
says a Shanghai paper, two very popular mem-
bers of our community—Mr. and Mrs. F. E.
Haskell—whose absence will be noticed by
many friends for a long time. Mr. Haskell,
known to so many of us by the friendly appella-
tive of "Freddy," has had a long connection
with the Far East, arriving in Hongkong in
July, 1861, and coming to Shanghai in August,
1862. He has been home three or four times
since. A splendid business man, a thorough
sport, and a right good-fellow, sums up his
reputation everywhere, and the esteem in which
he and his wife are held was shown by the
number of friends who went to see them off by
the tender. May they have many happy years
in America, their homeland!BRITISH BLUEJACKETS ENTERTAIN-
ED.—The petty officers and the crew of the
British cruiser *Eclipse* when in Yokosuka were
entertained by the Japanese petty officers and
crew. The local Engineering School premises
were used. The place was decorated. The
guests were met by a band at the landing place
and were escorted to the place of the entertain-
ment. A series of Japanese dances and songs
were given, to the great amusement of the
British tars. Refreshments were subsequently
served and the British sailors gave there cheers
for His Majesty the Japanese Emperor and
the Navy and the hosts in return gave hearty
cheers for King Edward VII and His Majesty's
Navy. The residents of Yokosuka sent a pair
of fans to each of the guests present and one
bullock to the ship as a memento of the day.COMPLEXION AND CLIMATE.—A very
distinguished Indian Civil Servant recently con-
gratulated an acquaintance of dark complexion
on having some years ago just failed to qualify
for the open competition for that coveted
branch of the public service. He assured him
that during a very long and varied career in
our Eastern empire he had never once known
a man of his dark complexion able to remain
for any length of time in the country, and he
even instanced one—own brother—perhaps
the most distinguished civilian at the time in
the Bengal Presidency—who, for all the family
influence that backed him, had to retire after five
years on a pension. His brother, the civilian
in high places, was fair; he was dark. If this
inability of dark men, or rather of the con-
stitutions of which this complexion is generally
the outward expression, to resist the ravages of
the India climate is a known fact, it is very
singular, seeing how much darker are many of
the natives.THE INSURRECTION IN KWANG-SI.—
The Peking correspondent of the *Asahi* writes
that the Chinese Government shows a disposi-
tion to conceal the gravity of the insurrection
in Kwangsi. When any inquiry is made, the
officials reply that in the absence of news from
Kwangsi, there is no longer any cause for
anxiety regarding the state of affairs. The
actual situation is concealed even from the
Emperor and Empress-Dowager. Telegrams
are received from Kwangsi to the effect
that there are indications of drought through-
out the province. If dry weather should result
and the crops fail, the farmers will be driven
to join the insurgents, and consequently much
anxiety is felt, as to the outcome.—There
is not the least doubt that great difficulty is
experienced in obtaining reliable news, and
though reports tend to show that the rebellion
has never been at all serious these must not be
accepted at present, especially considering the
fact that the latest allegations to hand assert
that Nanningfa was never bombarded by the
rebels. We are daily expecting reliable news
from the scene of the disturbance. It has
just been reported that General Su, Com-
mander-in-Chief of the Troops now in Kwangsi,
spent a large sum of money entrusted to him
for paying soldiers, who, having no means of
support, have become very disorderly. The
Imperial troops are quite unable to cope with
the people of the Province, who perpetrate all
kinds of robberies, and, on the approach of
Government officers, return to their farms and
pose as innocents. Amongst the many com-
plaints made to the Emperor are some from
Viceroy Tan of Kwangtung, Governor Ting of
Kwangsi, Viceroy Chang of Hupei and many
Pekin censors, who act as Government spies.
A recent rumour, that Viceroy Yun-Si-Kai of
Chihli intended to send reinforcements to
assist in crushing the rebellion is said to be
untrue. Another rumour, is that if the rebellion
spreads much further south the Anhui
authorities will send troops over the river
Chinkiang to check the rebels.—Ed. H.K.T.

COTTAM & CO. FOR SUN HATS.

LUCKY SOVEREIGNS.—Mr. Bennett Bur-
leigh says that a wounded Boer prisoner had
five sovereigns. English and Kruger. Three
were indented with a Lee-Metford bullet one
of the coins being driven some distance into
his leg. The possession of the little wealth
saved the man from a violent death.STILL "V.R."—The *Government Gazette*,
published on the back page of the *Northern*
Territory Times, is still headed with the Royal
Arms and "V.R." No doubt the officials
refrain from acknowledging King Edward until
he has been finally crowned; or is it that the
"block" has to hold good until worn out?RAISING THE WRECKS.—The long con-
templated work of raising the hulks of the
Spanish fleet which Dewey and American
marksmanship placed at the bottom of Cavite
Bay in May 1898, has at last become a reality,
the *Manila Times* says. Work commenced on
the 10th inst., the first vessel to be raised being
the gunboat *Marques del Duero*.THE MARRIAGE RATE for England and
Wales during the fourth quarter of 1901,
according to the Registrar-General's returns,
was 17.3 per 1,000 per annum against an
average of 17.6. Middlesex had the lowest
rate, 13.9, followed by the neighbouring county,
Hertfordshire, with 14.3; while London, with
19.1, was classed with the highest, Cambridge,
leading with 20.9.THE GOD OF WAR.—To-day being the
birthday of the Chinese God of War, extensive
celebrations are being conducted at the Tem-
ple in Hollywood Road. It is decorated with
lamps, flowers, and many ancient and curious
pictures. The ceremonies commenced last
night, and have a duration of three days. The
members of the Chinese Sailors' Club are hav-
ing an enthusiastic time, their band being
engaged to play in the club house almost
incessantly.CHINESE TAKE THEIR PLACES.—There
has been a grand upheaval in the quarter
master's yard at Manila, says the local *Times*.
All the force of white men, employed as ship-
carpenters, caulkers, etc., excepting four, have
been discharged, their positions having been
filled by Chinese contract labourers. A rumour
of carbine and pistol adornment on the persons
of the present shipyard officials, to ward off an
attack by the old employees, is circulated along
the waterfront.DURING THE HOLIDAYS in honour of the
Coronation of His Majesty the King, the Post
Office will be open during the hours as stated
below:—On Thursday, the 26th inst., from 7 till 11.30
a.m. only, for the despatch of the outgoing
German mail.On Friday and Saturday, the 27th and 28th
inst., from 8 till 9 a.m. only.Correspondence for local delivery may be
posted up to 9 a.m. on those days. The Night
Box will be kept open during the time the
office will be closed. The Money Order Office
will be entirely closed during the holidays.

THE CORONATION CONTINGENT.

ON THE ATLANTIC.

Mr. D. E. Brown, the general agent for the
Canadian Pacific Railway Company, kindly
informs us that in reply to a cable message
sent to Montreal the firm had received the
following:—"Coronation Contingent sailed *Tunisian*
June 13th" showing that the party had arrived
at Montreal and left on time, as per schedule.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

THE WRECK OF THE TEUTONIA.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
The following is a true copy of a letter
received from one of the survivors of the ill-
fated steamer *Teutonia*."Before leaving for Hongkong you must
have received the news that I had arrived
safely in Seremban far from my destination.
You little thought perhaps that I had escaped
miraculously from the wreck of the *Teutonia*,
which came to grief about four hours from
Malacca.She sank in about half an hour. I managed
to get into a life-boat which started leaking
profusely. We managed however to plug the
hole with coats, and I was appointed to empty
it out for hours together with a tin which pro-
videntially happened to be in the boat. I
understand that the Captain and sixty of the
passengers were picked up by a boat which
followed above twelve miles away. I need not
describe just now all that happened. I only
pray the Almighty to preserve our dear Bro-
ther from such an experience. I am leaving for
Penang to-morrow morning. I have wired to
Mr. Patrick to come to meet me there as I
sprained my ankle in getting into the life-boat,
and the nerves are not yet in their place. You
will notice that from my handwriting which is
worse than usual, I can barely trace a line.
I have got rid of the fever thank God.Yours, etc.,
BROTHER JAMES.P.S.—I am here with the good fathers who
are taking care of me. At Port Dickson the
magistrate was very kind.Seremban, Malay Coast, June 10th.
(As already recorded in the *Telegraph*, the
Teutonia foundered between Malacca and
Penang on the night of the 9th inst., with
the loss of 35 lives. In our report yesterday
we mentioned that Bro. James had been
saved.—Ed. H.K.T.)

COTTAM & CO. FOR PANAMA HATS.

MORE CORONATION PREPARA-

TIONS.

THE ARMY AND NAVY.

A few additional facts, concerning the pre-
parations for Hongkong's celebration of the
coronation will doubtless be of interest. Yester-
day we dealt at length with the progress being
made with decorations in the City, and we
have since ascertained a few facts concerning
the movements of the Army and Navy. From
what a representative of the *Telegraph* has been
able to glean it would seem that among Army
men the different messes intend decorating
their own buildings and much competition
should prevail. Of course, they will not have
very much material at their disposal, but one
may rest assured that whatever they undertake
will be done in a manner worthy the best
traditions of the military. With them the
great event will be the grand review of troops,
which takes place at half past five on Thurs-
day, the 26th inst., and should the occasion
be favoured with fine weather, Happy Valley
ought to contain practically the whole of
Hongkong's community. Colonel L.F. Brown
O.R.E. will probably be in command of the
Forces, which will include the 2nd Royal
Welch Fusiliers, Royal Engineers, Hongkong
Regiment, Royal Engineers (local), Army
Ordnance Corps, 22nd Bombay Infantry and
another Indian Regiment which arrived here
the other day, the Naval Brigade, and members
of the Hongkong Volunteer Corps. On the
night of the 10th will be the Naval Brigade,
while in front the Hongkong Regiment will
be drawn up ready to troop colours. Band-
master Moir will be in charge of the Regimental
Bands, which, with the exception of that of the
Hongkong Regiment is to be stationed in the
rear of the centre. After the Royal Salute,
Major General Sir W. J. Cascoigne will take
command and after cheers have been given for
the King, and a few movements gone through
he will have the men dismissed and marched
to their respective quarters.Of course, everyone in the Navy is bent
on doing the whole thing in first-class style,
and hope to make the Harbour as attractive as
the shore. In the first place the men are
having two days leave and that means a big
thing. Divine service is to be held on board,
on the morning of the 26th, and those wishing
to attend the Roman Catholic Cathedral will
be allowed ashore. During the day a royal
salute will be fired and practically all ships
will be dressed. The *Tamar* is going to be
illuminated with electric lights and will also
display several designs. The *Terrible* will
make a similar picture and should the
Amphitrite be here she will join in with the
other war ships in the harbour, and contribute
to what gives promise of a very pretty picture.
The illuminations will probably extend over
the Thursday and Friday so that everyone will
be able to appreciate the efforts of our blue-
jackets. Special dinners are to be given on
the Thursday, and everyone ought to look for-
ward to a "jolly good" celebration of the
Coronation.We are requested to state that a special
service, to be followed by the Te Deum and
Benediction, will be held in the Roman
Catholic Cathedral on Thursday, the 26th inst.
at 10.30 a.m. Invitations have been issued to
some of the foreign Consuls (R.C.), to the
officers of the Army and Navy, and to the
Volunteers. The Right Rev. Bishop Pizzoli
will officiate at the ceremony, and will be
assisted by all the clergy, the sisters and
girls of the Italian and French Convents, the
Christian Brothers, and boys of the Saint
Joseph's College, and the whole of the Roman
Catholic Community are respectfully requested
to be present. We understand that permission
was asked, and granted, by the Commanding
officers of the different regiments, and the
Commanders of the various warships in the
harbour to allow the soldiers and sailors to be
present on the occasion. The choir has been
arranged by Messrs. O. Baptista and E.
Dannenberg. The interior part of the Cathedral
is being prettily arranged with coloured
draperies and the pillars and arch-ways are
covered with red-cloth.

IN THE DOCK.

AT THE MAJESTIC.

JUNE 16th.

ASSAULT.

Poinpillo, Francisco Ribeiro, a watchman in
the Gas Company, was again brought before
Mr. Kemp for assaulting a Chinese coolie.
As the charge was proven his Worship imposed
a fine of \$10 or 14 days and ordered \$5 com-
pensation to be given to the complainant.

DEACONSHIP.

We are pleased to see that the police are
taking steps against the beachcomber. Two
of the fraternity were ordered, by Mr.
Hazelard to the House of Detention for beg-
ging from the inhabitants of the Colony.

STEALING BRASS.

A boatman was charged with unlawfully
having in his possession a quantity of brass
value about \$3.50, reasonably suspected of
being stolen. He was fined \$25 or 6 weeks
and accepted the latter.

RIVAL TRAMP.

Tegunah, Pohnson, of No. 4, D'Aguilar
Street was summoned by D. Chalmers, of an
Indian piece goods shop, of the same locality
for using abusive language and behaving in a
disorderly manner. Defendant pleaded guilty,
and Mr. Hazard fined him \$1 and bound him
over to the sum of \$100, and to keep the
peace for one month.

COTTAM & CO. FOR WASHING

CLOTHES.

TELEGRAMS

(REUTERS)

KING EDWARD'S INDISPOSITION.

LONDON, June 16th.

It is understood that King Edward's indisposition is very slight, and that an appreciable improvement in his condition was noticeable during the course of yesterday.

CAPE COLONY.

The Times advocates the suspension of the constitution in Cape Colony in favour of Imperial Government, which it considers more advantageous during the period of transition than party government.

TYPHOON WARNING.

NOTICE FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General, kindly forwards the following copy of a telegram which he received from Manila to-day—

MANILA OBSERVATORY,

June 18th, 11 a.m.

Depression has re-curved between parallels 16 and 17, off E. Luzon.

CRIMINAL SESSIONS.

OPENED THIS MORNING.

The June Criminal Sessions opened at the Supreme Court this morning, before the Chief Justice, His Lordship W. M. Goodman, K.C. The names of four prisoners were on the calendar, two being indicted for unlawful possession of forged bank notes, one for manslaughter, and the other for robbery with violence.

MANSLAUGHTER.

A lad of 17, named Li Chai, was placed in the dock to answer a charge of manslaughter, and after the interpreter explained to him that it was not a "hanging crime," the youth pleaded guilty. The Chief Justice said he understood that the person, whose death the prisoner had caused, was older and stronger than the boy in the dock, who he had provoked and challenged to fight. It appeared that prisoner had lent the deceased ten cents, and with it he gambled and won twenty cents. Then he paid the prisoner the money borrowed, and offered to fight, at the same time poking him in the stomach. This prisoner resented and, drawing a knife from his pocket, intended striking deceased on the shoulder. Unfortunately for him the blade penetrated his neck, and severed the jugular vein with the result that death ensued shortly afterwards. Prisoner was then arrested. Concluding his Lordship observed that though prisoner had no intention of killing the man, the use of the knife must be put down, and he would have to go to penal servitude for five years.

"SAME OLD STUFF."

Chan Fuk was charged with being unlawfully possessed of 27 forged Hongkong and Shanghai bank notes for \$10 and \$5. The prisoner pleaded not guilty, and the following jury was called upon, viz.—Messrs. John Gregory, Jocio Maria de Gracia, Joao Mario de Rocha, Carl Emil Peter Herbst, Albert Gascoigne, Henry William Fortesquich, and George William Gogg.

The Acting Attorney-General (the Hon. A. G. Wise) prosecuted on behalf of the Crown. The first witness called upon was P. S. 21 who had arrested the prisoner and found the bundles of forged notes in his right sleeve. They were produced in Court, and the Hon. A. G. Wise, on looking at them, remarks "Same old stuff."

Robert C. E. Edwards of the Hongkong and Shanghai Bank was the next witness, and he deposed that the notes were clear forgeries made on too thick a paper.

The Acting Attorney General caused a smile when addressing the jury, who were inspecting the notes with the remark "you have had \$5 notes before, gentlemen." Before Mr. Edwards left the witness box he requested that the notes should be sent to the bank to be stamped "false." His request was granted and the third witness was called. Lung Che, Fi, translated a slip of paper that was with the notes, and which read "Make Old." The prisoner, in his statement at the Police Station, said he was a Comproder on board the s.s. *Pong Ma* a vessel trading to Canton. He carried a letter to Hongkong, and was given 70 cents for doing so. He refused to say to whom the letter was addressed, and observed that he did not know the bank notes were bad, or he would not have carried them. The story he gave to the Court was that he lent a certain man \$4, and on asking him for payment he was introduced to Chun, and he believed it was a conspiracy to counterfeit.

The Chief Justice, in summing up, said that as the prisoner did not give the name of the consigner, it was to be assumed that he brought the notes for himself. It would be dangerous to manufacture these notes in the Colony so they were made outside, in China. Some one had to bring them into the Colony and the prisoner, posed as an innocent letter carrier just infringing the laws of the post office monopoly.

On the jury finding a verdict of guilty, his Lordship said to the prisoner that though consigner and receiver might be worse than himself, he was doing a very wicked thing in bringing the notes into the Colony. The maximum penalty was 14 years, but he would only go half way and sentence him to seven years in the hope that he might be better at the end of the term.

A DIFFERENT BRAND.

The next case was also in connection with unlawful possession of bank notes. The prisoner led into the dock was Pun Yee Chun, who pleaded not guilty. The same jury tried the case. Prisoner was charged with

having in his possession 50 forged bank notes of the Peking branch of the Hongkong and Shanghai Bank. It appears that the police, armed with a warrant, were searching prisoner's premises for dangerous contraband goods, and found in a box, 24 forged notes. Six of them were concealed in a panel and two additional bad notes and a good one were found in the prisoner's pouch. The authorities suspected the notes were bad, but having no warrant to search the prisoner for such articles took charge of the box and also the dangerous contrabands. Prisoner was charged, and when asked for \$100 bail offered to pay in the bad notes. They would not be accepted, but were sent to the Hongkong and Shanghai Bank for inspection, and were found to be false.

Mr. Johnson, the assistant cashier, of Hongkong and Shanghai Bank, stated, in the witness box, that all the notes except one of the three found on the prisoner were forgeries.

The Acting Attorney General remarked that they were another brand. The prisoner's defence was that a friend in Singapore sent them to him, but he had not passed any as he found they were false. On his Lordship asking him if he cared to tell the name and address of his friend in order that the police authorities might be telegraphed to, he answered that his friend's name was Leung Liu Chun, but he did not know his address. He asked his Lordship not to send him to gaol, and he was welcome to the bad notes. His Lordship said there was very little difference between that case and the last. The one brought bad notes into the colony, and the other received bad notes. A verdict of guilty was returned, and before passing a sentence of seven years with hard labour, His Lordship said that it was very artful of the prisoner to carry about with him one good note, so that if he were caught in the act of passing a forgery he could substitute it with an air of "I am so sorry." He concluded: "I am going to punish with severity anyone connected with bad notes."

ROBBERY WITH VIOLENCE.

Su Ng, Pun Wa, and Tsang Tak had the above charge brought against them, and pleaded guilty. It appears that the 23rd May the three robbers knock at the door of 39, Irving Street, and upon Kam Sick opening it they entered and asked for a smoke and support. Two of them caught hold of Kam Sick, rubbed pepper in his eyes, gagged him, stole \$4 worth of clothes, and decamped. The first prisoner was caught "red handed" in the street, and as the others pleaded guilty it was unnecessary to go into the evidence. His Lordship said it was quite clear the men were guilty. Putting pepper in the eyes of Kam Sick, and violently gagging him causing his mouth and nose to bleed, was a cowardly attack for \$4 worth of property. Possibly they thought there was more. He sentenced them to five years, hard labour, and ordered them to have 20 strokes with the birch within the first 6 months. He advised the latter to be given as soon as convenient.

VICEROY YUAN AND THOSE IN POWER.

A Peking correspondent sends the following to the *North China Daily News*—The "Man of the Hour," just now, is Yuan Shih-kai, Viceroy of Chihli and Imperial High Commissioner of the Peking Administration—in other words, the successor of the honours of the late Li Hung-chang. Furthermore his recent successes—may they not turn out to be merely transient ones!—against the rebels of south-western Chihli have greatly strengthened his already strong position in the estimation of the Empress Dowager and her powerful nephew, the Grand Secretary and Councilor, Yung Lu, so that outside Peking Yuan Shih-kai may be said to have even more actual power than even the two great satraps of the riverine provinces. As an instance of how the Empress Dowager and Grand Secretary Yung Lu seek to please Viceroy Yuan the following may be of interest: Upon the outbreak of the hot weather the other day in the Capital the Empress Dowager remarked to those around her that as Peking was south of Peking it was probably much better there than in the Palace, and then she turned to one of the head eunuchs in attendance and commanded him to go to the Comptroller-General of the Imperial Household Department, on duty for that day, and order that official to select from the silk goods, SPECIALLY WOVEN IN HANGCHOW for the Emperor's personal use, some pieces of beautifully woven gauze sufficient to make a full suit of summer Court robes. The gauze was brought to the Empress Dowager, and her Majesty at once ordered one of the eunuchs to immediately prepare for a journey to Peking and deliver the silk to Viceroy Yuan, as a special act of grace of her Majesty. Apropos, the intrinsic value of the gauze could not have been more than one hundred taels, but it is reported from Peking that the recipient of the Imperial "mark of grace" found that he had to give a handsome tip to the Imperial messenger for bringing the present to the tune of some five times the value of the article. To crown all it is said that the "sacred" nature of such Imperial gifts usually prevents a recipient, unless closely allied by

BLOOD TO THE THRONE, from utilizing them in the practical manner intended. However, the kudos is there, and what more can a man of plebeian blood want? A year ago, the latter part of last May, the step-mother of Viceroy Yuan died at Chinan, while he was yet Governor of Shantung. When it was known in Peking that the first anniversary of the lady's death was about to expire the other day, and that Viceroy Yuan was going to hold a series of Buddhist and Taoist ceremonies at Peking on the occasion in comfort, his step-mother's spirit in Hades

the Grand Secretary Yung Lu at once sent by special messenger to Peking a number of Tibetan Lama prayers for the repose of the dead—said by Buddhist votaries to be superior to all other prayers—which the messenger was ordered to hand to

THE PRIESTS OF THE GREAT TEMPLE, in the western portion of the city of Peking to be read with full ceremonies and Buddhist ritual, in honour of the late Madame Yuan on the day in question. Such a mark of esteem, it may be remarked, would cost the giver at least Tls. 500, as the priestly inmates of the Great Temple, some 400 of them, would be engaged for at least seven days and nights on the job—Finally, not to be outdone by her nephew, the Empress Dowager sent a special envoy with a "full sacrificial outfit" to Peking to offer to the spirit of the deceased lady, and to pour a libation before her temporarily improvised shrine in her Majesty's name. A significant part of all this fuss over Viceroy Yuan would seem to be that not once was the name of the Emperor mentioned in connection with it.

THE NEW GRAVING DOCK AT KOBE.

REMARKABLE ENGINEERING FEAT.

The new graving dock at Kobe, belonging to the Kawasaki Dockyard Company, Limited, which has been formally opened, is claimed to be the "only one of its kind in the East," a description probably intended to convey the fact that its appointments are far superior to those of other dry docks in the Far East. The dock has taken about six years in its construction, and this length of time, says the *Kobe Chronicle*, is mainly due to the difficulties encountered in laying the foundations, owing to the sandy nature of the soil. Through such a bed water percolates freely, and unless the foundations of the dock were of the strongest character they would give way before the constant sapping at the foundations. The laying of the bed is, indeed, a

GREAT ENGINEERING FEAT.

The strata at the level of the foundation was so unfavourable for the purpose that piles had to be driven into the sandy earth, and on top of these was placed six feet of concrete before the floor of the dock was laid. The same care had to be taken with the sides of the dock, there being next the granite, a thick layer of concrete, and after that a mud wall, the whole work at the beginning presenting unusual difficulties, necessitating the greatest precautions being taken by the engineer in order to avoid a subsidence in the future. The length of the dock is 407ft. 6in., sufficient to take in a vessel of 7,500 tons; the depth 23ft. 9in.; width of entrance on top, 63ft. 6in. and at the bottom 51ft. 7in.

The pumping apparatus is of the latest and best type, situated near the *classon*, on a level with the dock bottom. Here is machinery, driven by electric power, which is capable of pumping water out of the dock at the rate of

5,000 TONS PER HOUR,

the time taken to empty the dock being about four hours. The type of machine used for this purpose is a centrifugal dynamic motor, with 500 horse-power, though the amount of horse-power exerted by the engine does not exceed 350 for ordinary occasions. The process of pumping forces the water through an iron pipe thirty inches in diameter, which goes from the dock through the engine-room, and so into the harbour.

The dock is filled by means of three "flood gates" at the bottom of the *caisson*, the time taken to let in water sufficient to float a boat into the harbour being about an hour.

The general construction of the dock differs a little from the construction of docks in England. There is much readier access to the bottom, and round the dock still is a useful innovation which might avail in

SAVING LIFE

should an accident occur. Careless breeding of familiarity with the dangers of such places has cost many a man his life, and this border of wood which runs right round the dock at the edge of the sill is sure to be found of great value for protective purposes.

Finally, the dock has cost ¥1,600,000, about three as much as at first estimated, owing to the difficulties encountered. It is anticipated that there will be such a demand for the dock that the company is about to construct a larger dock adjacent, though it will be possibly another half-dozen years before the work is completed.

BILLS OF HEALTH ON JAPANESE VESSELS.

MEMORIAL FROM THE NAGASAKI CHAMBER OF COMMERCE.

On the 28th ulto, the Nagasaki Chamber of Commerce, at a special meeting, resolved to memorialise the Ministers for Foreign Affairs and Agriculture and Commerce with regard to the Consular bills of health issued to Japanese vessels going abroad. Such vessels going to Vladivostok and other Russian ports are not allowed to enter the port unless they present a bill of health signed by the Russian Consul at the Japanese port of dispatch. Although at first sight the rule appears not to be troublesome, it is the cause of great annoyance and expense. The memorial cites the delays and losses which are incurred by vessels while waiting for their bill of health. Frequently when a vessel with passengers is ready for sea, its departure is delayed because of the time taken to secure a bill of health. In some ports no Russian Consulate exists, but the necessary document has to be obtained from the nearest Russian Consul, and it may be days before the bill is secured. The rule also applies to Japanese

VESSELS GOING TO OTHER FOREIGN PORTS. No such provisions are made, says the memorial, in the Japanese quarantine regulations, and foreign steamers are not subjected to the same inconvenient procedure, giving them an advantage over Japanese merchant ships. It is claimed that the development of foreign trade in Japan is seriously hindered by the system—a system which is only a mere formality, and has no good effect in practice. The charges for a bill of health vary with the different Consuls from ¥4 to about ¥7, and while the fee is not objected to, the inconvenience resulting from the process of securing a bill of health, says the memorialists, cannot be passed over in silence.

To-day's Advertisements.

THE MITSUBI BUSSAN KAISHA.

FOR KOBE (DIRECT).

THE Steamship

"ARIAKE MARU" Captain T. Tanaka, will be despatched as above 10:30 MORROW, the 19th instant, at Noon, instead of as previously advertised.

For Freight, apply to

MITSUBI BUSSAN KAISHA,

Hongkong Office.

HONGKONG, 18th June, 1902. [646d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE." Captain St. John George, will be despatched for the above Port, on SUNDAY, the 22nd instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

HONGKONG, 18th June, 1902. [652d]

Intimations.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a shame to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of the Majesty's Her Majesty's Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Manila. [144d]

SANG MOW DEALER IN Rattan Furniture, Bamboo Blinds and Mattings of All Colours, No. 45, Queen's Road, Central, Price Lists On Application, Orders Executed Promptly. H'Kong, 12th May, 1902. [541d]

TAI LOONG, 1 and 3, Lyndhurst Terrace, FOR Fancy Muslins and Piques, Flowered, Delaine, Ladies' and Children's Shoes, New Chiffon Hats. Hongkong, 1st May, 1902. [502d]

LEE LOONG, DEALER IN Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Rattan Sofas for whole set. JUST ARRIVED. Nos. 1 & 3, D'Agulhar Street, Behind Hongkong Dispensary. Hongkong, 1st May, 1902. [495d]

WO SHING, PRINTER, BOOKBINDER AND RUBBER STAMP MANUFACTURER. Moderate Prices. No. 29, Pottinger Street. Hongkong, 28th January, 1902. [121d]

RIGAUD'S White Violet Extract

This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD'S 10,000 White Violets distilled under the supervision of RIGAUD'S PARIS

Hotels.

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PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1902.

GO TO THE KOWLOON HOTEL, KOWLOON.

J. H. DOWNS,

Manager.

J. W. OSBORNE,

Proprietor.

HOTEL CENTRAL,

No. 179, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Hatoba (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores. French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best qualities of Wines and Liquors.

Telegraphic Address—

"VERISSEL," Yokohama.

L. VERISSEL,

Proprietor & Manager.

27th March, 1902.

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

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EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

Apply to

F. A. SILVA, Manager.

[1339c]

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Very best brands of Wines, Beers and Spirits only kept. Private dinners, a speciality.

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"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

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Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

Intimations.

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process would be as follows—

£800. 0. 0. = \$8,702.550
70. 0. 0. = 761.473
9. 0. 0. = 97.904
17. 0. 0. = 9.247
11. = 0.427

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\$9,561.926 = £847. 6. 10. 8
\$1,000.00 = £87. 9. 11. 1
\$9745 = £1. 13

£847. 6. 10. 8

but by other books it would be—

\$9,561.926 = £847. 6. 10. 8
\$1,000.00 = £87. 9. 11. 1
\$9745 = £1. 13. 4
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Hon. Secretary and Treasurer,

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FOR	STEAMERS	TO SAIL
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FROM	STEAMERS	DUE
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"	"TELEMACHUS"	11th "
"	"TYDEUS"	17th "
"	"PYREHUS"	25th "

HOMEWARDS.

FOR LONDON.

"STENTOR"	1st July, 1902.
"ALCIBIOUS"	8th "
"SARPEDON"	22nd "
"ULYSSES"	5th Aug. "

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FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 22nd June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 25th June.
FOR TAMSUI	"DAIGI MARU"	T. Kihara	SUNDAY, 29th June.
FOR FOCHOOW	"ANPING MARU"	K. Sedzuki	WEDNESDAY, 2nd July.

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The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
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Hongkong, 18th June, 1902. [1379c]



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REGULAR SERVICE BETWEEN
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THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons,
Captain Tate, will be despatched hence for
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Most excellent accommodation. Comfortable
cabins. Excellent table. Unrivalled speed.
Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to
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Prince's Buildings,
Ice House Street.
Hongkong, 10th June, 1902. [127d]

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SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
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SLAND PORTS, and taking through Cargo
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"EASTERN,"
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Ports, on THURSDAY, the 26th instant,
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This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
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This Steamer is installed throughout with the
Electric light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th June, 1902. [1009]

Consignees.

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

S.S. "PRINZ HEINRICH,"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 19th instant,
at 9.30 A.M.

All Claims must reach us before the 24th
instant, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 12th June, 1902. [6]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.
THE Steamship

"GISELA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk, into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 18th instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns, after the 18th
instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 13th June, 1902. [530d]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN,
BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Steamship

"MARIA VALERIE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk, into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Venice, ex S.S. *Thetis* transhipped
at Trieste.

From Trieste, ex S.S. *Imperator* transhipped
at Bombay.

Optional Cargo will be discharged here, unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon, on the 20th instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 20th
instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Princess' Buildings.
Hongkong, 13th June, 1902. [628d]

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
Antwerp and Havre, ex S.S. *Memphis*, and
from Bordeaux, ex S.S. *Ville de Constantin*, in
connection with above Steamer, are hereby in-
formed that their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, TO-DAY, the 14th instant, re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered
after SATURDAY, the 21st instant, at NOON,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 21st instant, or they will not be recognized.
All damaged packages will be examined on
SATURDAY, the 21st instant, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 14th June, 1902. [1004c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"BINGO MARU,"
having arrived from the above Ports, consignees
of cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon,
where each consignment will be sorted out
mark by mark and delivery can be obtained as
soon as the Goods are landed.

Optional Goods will be carried on unless
intimation is given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 23rd instant, will
be subject to rent.

All ship damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 20th instant, or claims in
connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 16th June, 1902. [648d]

Consignees.

TOYO KISEN KAISHA.
NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU,"
are hereby notified that their Goods are at their
risk being discharged into Lighters and/or
landed into our Godowns at Wanchai and
delivery may be had either from Lighters or
from our Godowns upon countersignature of
Bills of Lading.

Goods remaining undelivered after the 22nd
instant, will be subject to rent.
No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.
Hongkong, 16th June, 1902. [1]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"PERU,"
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 16th June, 1902. [13]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 16th June, 1902. [13]

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.

INCLUDING—
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS—4, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
S. J. GODWIN,
Acting Manager.
Hongkong, 29th January, 1902. [26]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any FAIR or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1902.

Intimations.

THE HONGKONG TELEGRAPH.

35, QUEEN'S ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

CORRESPONDENCE.

Literary matter, which must be properly
authenticated with the name and address of the
writer, should be addressed to the Editor.
Communications should be written on one side
of the paper only.

Business communications should be address-
ed to the Manager and not to individual
members of the staff.

SUBSCRIPTION (in Advance).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter, and per mensem
proportional, viz:—

DAILY—\$7.50 per quarter; \$2.50 per mensem.

WEEKLY—\$3.25 per quarter; \$1.50 per mensem.

The daily issue is delivered free when ad-
dressed to messenger. On copies
sent by post an additional \$1.80 per quarter is
charged for postage.

The postage on the weekly issue to any part
of the world is 30 cents per quarter.

Single Copies (Daily, ten cents; Weekly
twenty-five cents.)

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement in any
effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.85

One month.....7.20

Two months.....13.00

Three ".....20.00

Six ".....37.50

Twelve ".....73.00

No charge less than one dollar.

Discount allowed on—
3 Months Contracts..... 5 per cent.

6 ".....10 "

12 ".....25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application.

THE MANAGER

HONGKONG TELEGRAPH CO., LTD.

35, QUEEN'S ROAD CENTRAL,
HONGKONG.

Intimations.

CLARK'S B. & L. PILLS are warranted to
cure, in either sex, all acquired on con-
stitutional Discharges from the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 30 years.
In boxes, 4s. 6d. each, of all Chemists and
Patent Medicine Vendors throughout the
World. Proprietors: The Lincoln and Mid-
land Counties Drug Company, Lincoln,
England. [145c]

SAVARESSE'S
SANDAL
CAPSULES

Not made of Gelatine, most efficacious, because
absolutely pure English Oil.

Full Directions. All Chemists.

Insist on Savarasse's.

Shipping.

Arrivals.

SKULD, Norwegian steamer, 914, A. Berbon,
16th June.—Bangkok 9th June, Rice.—
Mengseng Siang Kee.

LOYAL, German steamer,

Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloth.
Drills, Hollands.
Flannels, Flannelette.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c., &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiery,
Haberdashers and General Outfitters.**

General Furnishing.

Carpets.
Linoleums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

**LADIES DRAPERY AND FANCY DEPARTMENTS.
JUST ARRIVED.**

A CHOICE ASSORTMENT OF HANDMADE LACE COLLARS, ALSO THE NEW
APPLIQUE NET COLLARETTES.

NEW STOCK OF LACES AND INSERTIONS. CHIFFON AND NET RUFFLES.
PARASOLS IN ALL THE LATEST STYLES, ALSO "CORONATION" UMBRELLAS.

NEW SPOTTED CHIFFON FOR TIES ETC.

A LARGE SELECTION OF FLOWERS AND FOLIAGE FOR MILLINERY PURPOSES.

LATEST FASHIONS IN BLOUSES BOTH SILK AND MUSLIN.

DRESSING GOWNS AND JACKETS IN GREAT VARIETY.

ALSO A LIMITED SUPPLY OF FANCY BRUSH TIDIES AND PINCUSHIONS.

DRESS DEPARTMENT.

NEW SUMMER MATERIAL "CREPOLINE" IN ALL DAINTY SHADES.
FANCY GRENADINES AND SPOTTED "CHANTILLY" NETS.

CHILDREN'S DEPARTMENT.

A LARGE SELECTION OF CHILDREN'S SILK AND MUSLIN HATS.

FURNISHING AND IRONMONGERY DEPARTMENTS.

NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.

NEW TAPESTRY AND CHENILLE CURTAINS AND TABLE COVERS.

COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,
FENDERS, TILES, COAL BOXES, ENAMELLED KITCHEN WARE, CHINA AND GLASS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 7 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most

Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is

necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

R. G. HECKFORD
MANAGER

June 18th